



Fw: Protect California's kids and reject the Phillips 66 oil train proposal

Railspur Comments to: Ryan Hostetter

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Sent by: **Ryan Hostetter**

----- Forwarded by Ryan Hostetter/Planning/COSLO on 11/05/2015 10:50 AM -----

From: "ducatirider69@charter.net" <ducatirider69@charter.net>
To: p66-railspur-comments@co.slo.ca.us
Date: 07/19/2015 04:36 PM
Subject: Protect California's kids and reject the Phillips 66 oil train proposal

Mr. Murry Wilson
San Luis Obispo County Planning Department

Dear San Luis Obispo decision-makers,

I am writing to express deep concern about the proposed oil by rail project at the Phillips 66 Santa Maria Refinery. The Phillips 66 project puts communities throughout California at risk. This project presents significant and unacceptable risks to our communities across California.

First and foremost, emergency responders are not prepared for these heavy, dangerous trains and current safety standards will not protect the public. The recirculated draft EIR dangerously misinforms first responders because it does not adequately assess the risks of an oil train disaster.

The draft EIR's analysis of potential accidents and spills is flawed because it only evaluates rail accident rates from 2003 to 2012 and spill release rates between 2005 and 2009, and omits important data about crude rail accident frequency and magnitude in 2013 and 2014. This is troubling because we know that more crude spilled from trains in 2013 than spilled during the past four decades. The EIR must look at recent data, including accident data from Canada which has also experienced increased crude by rail incidents. This data reflects the increased quantities of dangerous crude being transported in old and unsafe tank cars and will provide a more accurate assessment of accident risk and magnitude along the rail lines that would serve this project.

Moreover, the EIR's worst case scenario spill analysis estimates a spill of approximately 180,000 gallons, that's approximately six tank cars of crude. This must be an error because we know that most crude trains are comprised of 100 or more tank cars. Indeed, a worst case scenario spill would be on the order of millions of gallons of crude. Such a spill could devastate our scarce water resources, property and our local economy, and would pose a significant threat to public health and safety. This project cannot be approved without analyzing and mitigating its true impacts.

Second, the toxic air emissions resulting from this problem pose an unacceptable risk to public health. The Phillips 66 project will create unacceptable levels of toxic air emissions that will impact my community. Volatile toxic chemicals leak out of tank cars into the air poisoning communities along rail routes. In its latest environmental review Phillips 66 admits that its proposed oil train facility will create "significant and unavoidable" levels of air pollution, including toxic sulfur dioxide and

cancer-causing chemicals. The report cites increased health risks -- particularly for children and the elderly -- of cancer, heart disease, respiratory disease, and premature death.

Third, the EIR must fully analyze the potential worst-case scenario of a spill near each of the many watersheds crossed en route to the Santa Maria refinery. The proposed rail route brings oil trains through the San Francisco Bay-Delta watershed and along California's treasured central coast. Each oil train carries more than three million gallons of explosive, toxic crude oil. A derailment near a river, stream, reservoir, or above a groundwater aquifer could contaminate drinking water for millions of Californians. During a time of extreme drought, SLO must not approve this project and create contamination risk for the rest of our state.

Fourth, the planning department must examine the Santa Maria and Rodeo proposals as a single project. It is clear that Phillips 66 wants to bring toxic Canadian tar sands to California. The proposed oil train terminal in Santa Maria is linked by pipeline to the Phillips 66 refinery in Rodeo, CA. Phillips 66 is proposing to modify these facilities to allow it to refine the most toxic crude oil on Earth: Canadian tar sands. Transporting and refining tar sands will create more toxic air and water pollution for families along the rail line and near the Santa Maria refinery. San Luis Obispo cannot approve this project in isolation.

Fifth, Phillips 66 must disclose crude quality information in order for decision makers to fully understand the climate impacts of the proposed rail project. Tar sands means more carbon pollution: At every stage of the mining, transportation, and refining process, Canadian tar sands are more carbon intensive than any other source of oil. Bringing tar sands to California will undermine the state's efforts to be a global leader addressing climate disruption.

For all the aforementioned reasons, I urge the San Luis Obispo County Planning Commission and Board of Supervisors to reject the Phillips 66 proposed rail spur. This project creates significant, unavoidable, and unnecessary risks for our communities and our climate.

Respectfully yours, John Waterhouse